

**2005**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**57**

Mathews County

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

**QA:** Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

**QC:** Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

 Interstate Route      Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

 US Route

 Virginia State Route

 Frontage Road (F precedes frontage route number)

 Secondary Route

### Special Routes

 Bus - Business Route

Bypass - Bypass Route

Truck - Truck Route

 ALT - Alternate Route

Wye - Wye Route connector

 P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

 The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Mathews Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
3 Windsor Rd	Mathews County	1.37	6200	G	97%	1%	1%	0%	1%	0%	F	0.090	F	0.539	6500	G
3 198 Windsor Rd	Mathews County	1.55	7300	G	97%	1%	1%	0%	1%	0%	F	0.085	F	0.577	7600	G
3 Windsor Rd	Mathews County	2.07	6000	G	97%	1%	1%	0%	1%	0%	C	0.088	F	0.611	6200	G
3 14 John Clayton Mem Hwy	Mathews County	0.11	12000	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.622	12000	G
14 3 John Clayton Mem Hwy	Mathews County	0.11	12000	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.622	12000	G
14 John Clayton Mem Hwy	Mathews County	2.75	6900	G	97%	1%	1%	1%	1%	0%	F	0.097	F	0.613	7200	G
14 John Clayton Mem Hwy	Mathews County	1.38	5800	G	97%	1%	1%	1%	1%	0%	F	0.095	F	0.597	6000	G
14 John Clayton Mem Hwy	Mathews County	3.15	6400	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.583	6600	G
14 198	Mathews County	1.69	7700	G	97%	1%	1%	1%	1%	0%	C	0.092	F	0.516	8000	G
14 Main St	Mathews County	0.62	6200	G	97%	1%	1%	1%	1%	0%	C	0.089	F	0.557	6500	G
14 John Clayton Mem Hwy	Mathews County	4.65	4000	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.536	4100	G
14 John Clayton Mem Hwy	Mathews County	1.88	1500	G	96%	0%	1%	2%	1%	0%	C	0.087	F	0.650	1600	G
14 John Clayton Mem Hwy	Mathews County	1.74	570	G	96%	0%	1%	2%	1%	0%	F	0.105	F	0.652	590	G
198 Dutton Rd	Mathews County	0.44	2200	G	93%	1%	3%	1%	2%	0%	F	0.092	F	0.501	2300	G
198 3 Windsor Rd	Mathews County	1.55	7300	G	97%	1%	1%	0%	1%	0%	F	0.085	F	0.577	7600	G
198	Mathews County	6.24	4600	G	96%	1%	1%	1%	1%	0%	C	0.088	F	0.556	4800	G
198	Mathews County	0.93	7000	G	96%	1%	1%	1%	1%	0%	F	0.086	F	0.592	7300	G

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 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Mathews Operational Area

Route	Jurisdiction	Length	<b>AADT</b>	<b>QA</b>	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axe	3+Axe	1Trail	2Trail						
(198) 14	Mathews County	From: SR 14 North Intersection	1.69	<b>7700</b>	<b>G</b>	97%	1%	1%	1%	0%	C	0.092	F	0.516	8000	G
		To: SR 14 South Intersection														
(198) Buckley Hall Rd	Mathews County	From: SR 14 Main St	1.01	<b>1600</b>	<b>G</b>	96%	1%	1%	1%	0%	F	0.09	F	0.646	1700	G
		To: 57-642 Buckley Hall Rd														
(223) Cricket Hill Rd	Mathews County	From: SR 198 Hudgins	2.07	<b>2500</b>	<b>G</b>	98%	1%	1%	0%	0%	C	0.086	F	0.583	2600	G
		To: 57-633 Old Ferry Rd; Gwynn Island														

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Mathews Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Mathews County</b>																
(600) Point Rd	1.10	60	R			From: Dead End					NA		NA		05/04/2004	
						To: SR 14 S, John Clayton Mem Hwy										
(600)	1.62	270	G	96%	1%	2%	0%	0%	0%	C	0.113	F	0.6	290	G	2005
						To: SR 14 N, John Clayton Mem Hwy										
(601)	0.54	120	R			From: Dead End					NA		NA		05/04/2004	
						To: 57-602 East										
(601)	1.07	100	R			From: 57-602 West					NA		NA		05/04/2004	
						To: Dead End										
(602)	0.42	450	R			From: SR 14					NA		NA		07/11/2001	
						To: 57-691										
(602)	0.30	380	R			From: 57-601 EAST					NA		NA		07/11/2001	
						To: Dead End										
(603)	0.66	40	R			From: Dead End					NA		NA		07/11/2001	
						To: 57-673										
(603)	0.75	140	R			From: SR 14					NA		NA		07/11/2001	
						To: Dead End										
(604)	1.08	220	R			From: SR 14					NA		NA		05/04/2004	
						To: Dead End										
(605)	0.80	140	R			From: SR 14 SOUTH					NA		NA		07/11/2001	
						To: SR 14 NORTH										
(605)	1.10	160	R			From: SR 14					NA		NA		07/16/2001	
						To: 57-710										
(605)	0.10	140	R			From: 57-607					NA		NA		07/16/2001	
						To: Dead End										
(606)	0.50	170	R			From: Dead End					NA		NA		05/04/2004	
						To: 57-646										
(606)	0.40	400	R			From: SR 14					NA		NA		05/04/2004	
						To: Dead End										
(607)	1.90	230	R			From: SR 14					NA		NA		07/16/2001	
						To: 57-608										
(608)	1.50	750	G	97%	0%	0%	3%	0%	0%	C	0.092	F	0.551	780	G	2005
						To: SR 14										
(608)	1.30	420	G	97%	0%	0%	3%	0%	0%	F	0.093	F	0.781	440	G	2005
						To: 57-609										
(608)	1.30	110	R			From: 57-649					NA		NA		05/04/2004	
						To: Dead End										
(609) Bethel Beach Rd	1.00	270	G	92%	1%	1%	5%	1%	0%	C	0.121	F	0.583	290	G	2005
						To: 57-608										
(609) Bethel Beach Rd	0.12	200	R			From: 57-611 Tabernacle Rd					NA		NA		05/04/2004	
						To: 57-705 Kings Landing Rd										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Mathews County</b>																
(609) Bethel Beach Rd	0.58	100	R								NA		NA		05/04/2004	
						From:	57-705 Kings Landing Rd									
						To:										
(609) Bethel Beach Rd	1.10	140	R								NA		NA		05/04/2004	
						From:		57-610								
						To:										
(609) Bethel Beach Rd	0.08	130	R								NA		NA		05/04/2004	
						From:		1.10 ME 57-610								
						To:										
(609) Bethel Beach Rd	0.22	80	R								NA		NA		05/04/2004	
						From:		57-720 Bashi Shores Dr								
						To:										
(610)	0.90	40	R								NA		NA		06/26/2001	
						From:		57-614								
						To:										
(610)	0.75	20	R								NA		NA		06/12/2001	
						From:		57-611 NORTH								
						To:		57-611 SOUTH								
(610)	1.05	40	R								NA		NA		05/04/2004	
						From:		0.75 ME 57-611 S								
						To:										
(611) Church St	2.35	2400	G	97%	1%	1%	1%	0%	0%	C	0.094	F	0.534	2500	G	2005
						From:		SR 14 NORTH								
						To:										
(611) Church St	0.08	3500	G	97%	1%	1%	1%	0%	0%	F	0.092	F	0.593	3700	G	2005
						From:		57-1003								
						To:										
(611) Tabernacle Rd	2.26	930	G	97%	1%	1%	1%	0%	0%	F	0.097	F	0.6	970	G	2005
						From:		SR 14 SOUTH								
						To:										
(611) Tabernacle Rd	2.16	450	G	97%	1%	1%	1%	0%	0%	F	0.114	F	0.575	460	G	2005
						From:		57-613 WEST								
						To:										
(611)	0.30	47	R								NA		NA		06/12/2001	
						From:		57-609								
						To:										
(612) Garden Creek Rd	0.50	90	R								NA		NA		06/26/2001	
						From:		57-613 Beaverdam Rd								
						To:		57-611 Tabernacle Rd								
(613) Beaver Dam Rd	2.80	100	G	95%	4%	0%	1%	0%	0%	C	0.152	F	0.625	110	G	2005
						From:		SR 14 John Clayton Memorial Hwy								
						To:		57-611 W, Tabernacle Rd								
(613) Knights Woods Rd	1.70	80	R								NA		NA		06/06/2001	
						From:		57-611 E, Tabernacle Rd								
						To:										
(614) Williams Wharf Rd	1.00	200	R								NA		NA		06/12/2001	
						From:		Dead End								
						To:										
(614) Williams Wharf Rd	0.90	210	R								NA		NA		06/12/2001	
						From:		SR 14 N, John Clayton Memorial Hwy								
						To:		SR 14 S, John Clayton Memorial Hwy								
(614) Williams Wharf Rd	0.30	170	R								NA		NA		06/12/2001	
						From:		57-644 Bandy Ridge Rd; 57-730 Old Ruff Rd								
						To:										
(614) Ridgefield Rd	1.20	80	R								NA		NA		06/12/2001	
						From:		57-613 Beaver Dam Rd								
						To:										
(614)	1.20	70	R								NA		NA		06/12/2001	
						From:		57-610								
						To:										
(615)	0.60	100	R								NA		NA		06/12/2001	
						From:		57-609								
						To:										
(616) Hookemfair Rd	0.54	150	R								NA		NA		05/13/2004	
						From:		SR 198								
						To:										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Mathews County</b>																
(617)	0.80	170	R			From: Dead End				NA			NA		06/26/2001	
(617)	3.37	270	G	97%	0%	1%	1%	1%	0%	F	0.116	F	0.533	280	G	2005
(617)	0.94	1200	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.526	1300	G	2005
(617)	1.06	1400	G	97%	0%	1%	1%	1%	0%	C	0.095	F	0.532	1400	G	2005
(618)	0.50	1100	G	97%	0%	1%	1%	1%	0%	C	0.099	F	0.544	1100	G	2005
(619)	0.65	40	R			From: Dead End				NA			NA		05/10/2004	
(619)	0.81	110	R			From: 57-617 WEST				NA			NA		05/10/2004	
(619)	0.50	190	R			From: 57-617 EAST				NA			NA		05/10/2004	
(620)	2.10	520	R			From: Dead End				NA			NA		05/10/2004	
(621) Glebe Rd	0.28	80	R			From: SR 14				NA			NA		05/10/2004	
(621) Glebe Rd	0.12	100	R			From: Dead End				NA			NA		05/10/2004	
(621) Glebe Rd	0.95	270	G	93%	5%	1%	1%	0%	0%	F	0.114	F	0.517	290	G	2005
(621) Glebe Rd	0.40	900	G	93%	5%	1%	1%	0%	0%	F	0.098	F	0.635	940	G	2005
(621) Glebe Rd	0.80	1300	G	93%	5%	1%	1%	0%	0%	C	0.148	F	0.613	1400	G	2005
(622) Evans Rd	0.50	80	R			From: Dead End				NA			NA		07/16/2001	
(622) Evans Rd	0.04	200	R			From: 57-623 W, Thurston Rd				NA			NA		07/16/2001	
(622) Evans Rd	1.00	610	G	97%	1%	0%	1%	0%	0%	C	0.100	F	0.684	630	G	2005
(623) Thurston Rd	0.46	70	R			From: Dead End				NA			NA		05/10/2004	
(623) Thurston Rd	0.10	90	R			From: 0.46 MN Dead End				NA			NA		05/10/2004	
(623) Bendall Lane	0.40	45	R			From: 57-622 W, Evans Rd				NA			NA		05/10/2004	
(623) Magnolia Rd	0.30	170	R			From: 57-622 Mid, Evans Rd				NA			NA		05/10/2004	
(624)	0.15	130	R			From: 57-670 Magnolia Rd				NA			NA		06/26/2001	
						To: 57-670 Bendall Lane										
						To: 57-622 E, Evans Rd										
						From: 57-625				NA			NA			
						To: 57-671										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Mathews County</b>																
(624)	0.05	40	R			From:	57-671					NA		NA	06/26/2001	
						To:	Dead End									
(625)	0.60	270	R			From:	57-660					NA		NA	05/10/2004	
						To:	57-624									
(625)	0.20	130	R			From:						NA		NA	05/10/2004	
						To:	Dead End									
(626)	3.40	490	G	98%	0%	0%	1%	0%	0%	F	0.12	F	0.619	510	G	2005
						To:	SR 14									
						From:	SR 198 SOUTH									
(626)	1.80	1000	G	98%	0%	0%	1%	0%	0%	C	0.092	F	0.591	1000	G	2005
						To:	SR 198 NORTH									
(626)	0.16	300	R			From:	57-666							NA	05/17/2004	
						To:										
(626)	0.14	230	R			From:	57-652							NA	05/17/2004	
						To:										
(626)	0.30	50	R			From:	57-662							NA	05/17/2004	
						To:	Dead End									
(627) Smithers Rd	0.30	50	R			From:	SR 198							NA	05/13/2004	
						To:	Dead End									
(628)	0.70	500	G	98%	1%	1%	0%	0%	0%	C	0.103	F	0.539	520	G	2005
						To:	SR 198									
(628)	0.80	310	R			From:	57-725							NA	05/23/2001	
						To:										
(628)	0.17	160	R			From:	57-724							NA	05/23/2001	
						To:	Dead End									
(629)	1.28	330	R			From:	SR 198							NA	05/23/2001	
						To:										
(629)	0.44	110	R			From:	57-772							NA	05/23/2001	
						To:	Dead End									
(630)	1.50	180	R			From:	SR 198							NA	05/17/2004	
						To:	Dead End									
(631)	1.20	330	R			From:	SR 198							NA	05/17/2004	
						To:	Dead End									
(632)	0.50	140	R			From:	57-626							NA	05/17/2004	
						To:	Dead End									
(633)	0.20	330	R			From:	Dead End							NA	05/13/2004	
						To:										
(633)	2.66	1500	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.619	1500	G	2005
						To:	SR 223									
(634)	0.50	320	R			From:	Dead End							NA	05/30/2001	
						To:	57-633									
(635)	0.60	70	R			From:	57-609							NA	05/04/2004	
						To:	Dead End									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Mathews County</b>																
(636)	0.35	60	R								NA			NA		05/30/2001
(636)	0.63	150	G	100%	0%	0%	0%	0%	0%	C	0.139	F	0.579	160	G	2005
(636)	0.50	190	R								NA			NA		05/30/2001
(637)	0.60	90	R								NA			NA		05/13/2004
(637)	0.50	360	G	97%	1%	1%	1%	0%	0%	C	0.098	F	0.543	370	G	2005
(638)	1.00	120	R								NA			NA		05/13/2004
(639) Hills Bay Dr	0.85	120	R								NA			NA		05/13/2004
(639) Crab Neck Rd	1.03	490	G	98%	1%	1%	0%	0%	0%	C	0.117	F	0.731	510	G	2005
(639) Crab Neck Rd	0.10	130	R								NA			NA		05/13/2004
(639)	0.20	100	R								NA			NA		05/13/2004
(640) Point Breeze Rd	0.14	200	R								NA			NA		05/23/2001
(640) Point Breeze Rd	1.41	240	R								NA			NA		05/23/2001
(641)	1.64	460	G	99%	1%	0%	0%	0%	0%	C	0.101	F	0.674	480	G	2005
(642) Buckley Hall Rd	0.70	1400	G	98%	1%	0%	1%	0%	0%	C	0.090	F	0.641	1500	G	2005
(642) Fitchetts Wharf Rd	0.96	410	G	98%	1%	0%	1%	0%	0%	F	0.107	F	0.544	430	G	2005
(642) Fitchetts Wharf Rd	0.14	30	G	98%	1%	0%	1%	0%	0%	F	0.277	F	0.667	30	G	2005
(643) Haven Beach Rd	0.80	820	G	97%	1%	0%	1%	1%	0%	C	0.104	F	0.58	860	G	2005
(643) Lillys Neck Rd	0.20	820	N	97%	1%	0%	1%	1%	0%	N	0.104	N	0.58	860	N	2005
(643) Haven Beach Rd	0.80	470	G	97%	1%	0%	1%	1%	0%	F	0.113	F	0.542	490	G	2005
(643) Haven Beach Rd	0.03	170	R								NA			NA		05/04/2004
(643) Haven Beach Rd	0.50	70	R								NA			NA		05/04/2004
(643) Haven Beach Rd	0.67	8	R								NA			NA		05/04/2004

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Mathews County</b>															
(644) Bandy Ridge Rd	1.00	30	R			From:	57-614 Williams Wharf Rd					NA		NA	05/04/2004
(644) Bandy Ridge Rd	0.30	40	R			To:	1.00 MN 57-614					NA		NA	05/04/2004
(644) Lillys Neck Rd	1.20	120	R			From:	57-611 W, Tabernacle Rd					NA		NA	06/06/2001
(644) Lillys Neck Rd	1.00	270	R			To:	57-643 S, Haven Beach Rd					NA		NA	06/06/2001
						From:	57-643 N, Haven Beach Rd					NA		NA	
(645) Garden Creek Rd	0.50	400	R			To:	Dead End					NA		NA	05/04/2004
(645) Garden Creek Rd	0.69	80	R			From:	57-643 Haven Beach Rd					NA		NA	05/04/2004
						To:	57-717 Butts Lane					NA		NA	
(645)	0.43	30	R			From:	Betty Lane					NA		NA	05/04/2004
						To:	Dead End					NA		NA	
(646)	0.14	40	R			From:	Dead End					NA		NA	07/11/2001
						To:	57-726					NA		NA	
(646)	0.20	70	R			From:	NA					NA		NA	07/11/2001
						To:	57-721					NA		NA	
(646)	0.50	150	R			From:	NA					NA		NA	07/11/2001
						To:	57-606					NA		NA	
(647)	0.70	600	R			From:	NA					NA		NA	05/13/2004
						To:	Dead End					NA		NA	
(648) Big Gum Rd	0.30	130	R			From:	57-639 Crab Neck Rd					NA		NA	05/23/2001
						To:	57-640 Point Breeze Rd					NA		NA	
(649)	0.67	160	R			From:	Dead End					NA		NA	07/16/2001
						To:	57-608					NA		NA	
(650)	0.50	190	R			From:	NA					NA		NA	05/10/2004
						To:	57-660					NA		NA	
(650)	0.30	80	R			From:	NA					NA		NA	05/10/2004
						To:	57-727					NA		NA	
(650)	0.80	60	R			From:	Dead End					NA		NA	06/26/2001
						To:	57-660					NA		NA	
(652)	0.40	80	R			From:	Dead End					NA		NA	05/23/2001
						To:	57-626					NA		NA	
(653)	1.00	110	R			From:	SR 198					NA		NA	06/06/2001
						To:	Dead End					NA		NA	
(654)	0.40	30	R			From:	57-617					NA		NA	05/10/2004
						To:	Dead End					NA		NA	
(655)	0.85	130	R			From:	Dead End					NA		NA	07/11/2001
						To:	57-600					NA		NA	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Mathews County</b>																
(656)	0.30	170	R			From: Dead End					NA		NA		05/13/2004	
						To: 57-633										
(657)	1.10	130	R			From: SR 14					NA		NA		05/10/2004	
						To: Dead End										
(658)	1.21	210	R			From: Dead End					NA		NA		06/26/2001	
						To: SR 14										
(659)	0.50	170	R			From: 57-660					NA		NA		05/10/2004	
						To: Dead End										
(660)	0.32	90	R			From: 57-660 Begin Loop					NA		NA		05/10/2004	
						To: 57-660 End Loop										
(660)	0.53	260	R			From: 57-617 SOUTH					NA		NA		05/10/2004	
						To: 57-617 NORTH										
(660)	0.36	470	G	95%	1%	2%	1%	2%	0%	F	0.102	F	0.524	490	G	2005
(660)	2.65	1000	G	95%	1%	2%	1%	2%	0%	F	0.092	F	0.531	1100	G	2005
(660)	2.43	940	G	95%	1%	2%	1%	2%	0%	C	0.094	F	0.589	970	G	2005
(661)	0.42	130	R			From: 57-633					NA		NA		05/13/2004	
						To: Dead End										
(662)	0.40	110	R			From: Dead End					NA		NA		05/23/2001	
						To: 57-626										
(663)	0.20	100	R			From: Dead End					NA		NA		05/13/2004	
						To: 57-633										
(664)	0.90	420	R			From: 57-633					NA		NA		05/30/2001	
						To: Dead End										
(665)	0.04	10	R			From: Dead End					NA		NA		06/06/2001	
						To: 57-1006										
(665)	0.56	120	R			From: 57-642					NA		NA		06/06/2001	
						To: Dead End										
(666)	0.38	110	R			From: Dead End					NA		NA		05/23/2001	
						To: 57-732										
(666)	0.14	340	R			From: 57-626					NA		NA		05/23/2001	
						To: 57-660										
(667)	0.50	100	R			From: Dead End					NA		NA		05/10/2004	
						To: Dead End										
(668)	0.13	130	R			From: Dead End					NA		NA		05/23/2001	
						To: SR 198										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Mathews County</b>															
(669)	0.51	230	R			From: SR 223					NA		NA		05/13/2004
						To: Dead End									
(670)	0.42	80	R			From: 57-623					NA		NA		05/10/2004
						To: Dead End									
(671)	0.30	60	R			From: 57-624					NA		NA		05/10/2004
						To: Dead End									
(672)	0.07	60	R			From: Dead End					NA		NA		05/13/2004
						To: 57-636									
(673)	0.60	60	R			From: Dead End					NA		NA		07/11/2001
						To: 57-603									
(674)	0.35	100	R			From: Dead End					NA		NA		05/17/2004
						To: 57-626									
(675)	0.30	150	R			From: 57-660					NA		NA		05/10/2004
						To: 0.30 ME 57-660									
(675)	0.10	90	R			From: Dead End					NA		NA		05/10/2004
						To: Dead End									
(676)	0.35	45	R			From: Dead End					NA		NA		05/13/2004
						To: 57-639									
(677) Canoe Yard Tr	0.66	60	R			From: 57-611 Tabernacle Rd					NA		NA		06/12/2001
						To: 57-609 Bethel Beach Rd									
(678) Baby Lane	0.39	60	R			From: Dead End					NA		NA		05/10/2004
						To: 57-622 Evans Rd									
(679)	0.54	50	R			From: 57-660					NA		NA		05/10/2004
						To: Dead End									
(680)	0.49	220	R			From: Dead End					NA		NA		05/13/2004
						To: 57-637									
(681)	0.53	150	R			From: 57-626					NA		NA		05/17/2004
						To: Dead End									
(682)	0.87	90	R			From: 57-643					NA		NA		05/04/2004
						To: Dead End									
(683)	0.37	6	R			From: Dead End					NA		NA		05/10/2004
						To: SR 14									
(684)	0.25	80	R			From: 57-621					NA		NA		05/10/2004
						To: 0.25 ME 57-621									
(684)	0.30	60	R			From: Dead End					NA		NA		05/10/2004
						To: Dead End									
(685)	0.07	70	R			From: Dead End					NA		NA		05/10/2004
						To: 57-660									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Mathews County</b>															
(686)	0.33	60	R			From:	Dead End				NA		NA		07/11/2001
						To:	57-605								
(687)	0.24	40	R			From:	Dead End				NA		NA		05/10/2004
						To:	57-660								
(687)	0.40	100	R			From:	57-660				NA		NA		05/10/2004
						To:	0.40 ME 57-660								
(688) Dixon Rd	0.34	230	R			From:	Dead End				NA		NA		06/06/2001
						To:	57-639 Crab Neck Rd								
(689)	0.36	150	R			From:	Dead End				NA		NA		05/04/2004
						To:	57-600								
(690) Field Point Rd	0.37	70	R			From:	57-642 Fitchett's Wharf Rd				NA		NA		05/13/2004
						To:	Dead End								
(691)	0.25	70	R			From:	57-602				NA		NA		05/04/2004
						To:	Dead End								
(692)	0.52	20	R			From:	57-601				NA		NA		05/04/2004
						To:	Dead End								
(693) Buzzard Point Rd	0.62	90	R			From:	Dead End				NA		NA		06/06/2001
						To:	57-645 Garden Creek Rd								
(694) Waverly Lane	0.40	110	R			From:	SR 198				NA		NA		05/13/2004
						To:	Dead End								
(695)	0.10	70	R			From:	Dead End				NA		NA		05/13/2004
						To:	57-633								
(696)	0.42	160	R			From:	Dead End				NA		NA		06/06/2001
						To:	57-639								
(697)	0.45	90	R			From:	SR 14				NA		NA		05/04/2004
						To:	Dead End								
(698)	0.20	60	R			From:	57-649				NA		NA		05/04/2004
						To:	Dead End								
(699)	0.37	10	R			From:	57-691				NA		NA		05/04/2004
						To:	Dead End								
(700)	0.48	170	R			From:	SR 198				NA		NA		05/13/2004
						To:	Dead End								
(701)	0.35	60	R			From:	SR 3				NA		NA		05/17/2004
						To:	Dead End								
(702)	0.38	50	R			From:	Dead End				NA		NA		05/04/2004
						To:	57-609								
(703)	0.61	60	R			From:	57-660				NA		NA		05/10/2004
						To:	Dead End								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Mathews County</b>															
(704)	0.36	60	R			From: 57-643					NA		NA		05/04/2004
						To: Dead End									
(705)	0.40	46	R			From: Dead End					NA		NA		05/04/2004
						To: 57-609									
(706) Ballast Point Rd	0.32	110	R			From: SR 223 Cricket Hill Rd					NA		NA		05/13/2004
						To: Dead End									
(707)	0.18	90	R			From: Dead End					NA		NA		06/12/2001
						To: 57-609									
(708)	0.27	47	R			From: 57-642					NA		NA		06/06/2001
						To: Dead End									
(709)	0.54	40	R			From: 57-650					NA		NA		05/10/2004
						To: Dead End									
(710)	0.28	90	R			From: Dead End					NA		NA		05/04/2004
						To: 57-605									
(711)	0.24	10	R			From: Dead End					NA		NA		07/11/2001
						To: 57-646									
(712)	0.02	20	R			From: 57-600					NA		NA		07/11/2001
						To: SR 14									
(713)	0.16	580	R			From: SR 14					NA		NA		07/19/2001
						To: 57-641									
(714)	0.20	20	R			From: SR 14 SOUTH					NA		NA		07/11/2001
						To: SR 14 NORTH									
(715)	0.32	70	R			From: SR 14 SOUTH					NA		NA		07/16/2001
						To: SR 14 NORTH									
(716) Tobacco Rd	0.17	100	R			From: 57-640 Point Breeze Rd					NA		NA		05/13/2004
						To: SR 223 Cricket Hill Rd									
(717)	0.14	80	R			From: Dead End					NA		NA		06/06/2001
						To: 57-645									
(718)	0.38	150	R			From: Dead End					NA		NA		05/13/2004
						To: 57-639									
(719)	0.16	80	R			From: Dead End					NA		NA		05/23/2001
						To: SR 198									
(720)	0.23	20	R			From: 57-609					NA		NA		05/04/2004
						To: Dead End									
(721)	0.43	70	R			From: Dead End					NA		NA		05/04/2004
						To: 57-646									
(722)	0.20	90	R			From: 57-629					NA		NA		05/13/2004
						To: 57-723									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Mathews County</b>															
(723)	0.02	10	R								NA		NA		05/13/2004
(723)	0.08	60	R								NA		NA		05/13/2004
(724)	0.12	200	R								NA		NA		05/13/2004
(725)	0.13	70	R								NA		NA		05/23/2001
(726)	0.22	30	R								NA		NA		07/11/2001
(727)	0.35	120	R								NA		NA		05/10/2004
(728)	0.22	40	R								NA		NA		05/04/2004
(729)	0.43	210	R								NA		NA		05/04/2004
(730)	0.12	60	R								NA		NA		06/02/2001
(731)	0.48	70	R								NA		NA		05/04/2004
(732)	0.07	50	R								NA		NA		05/17/2004
(732)	0.91	310	R								NA		NA		05/17/2004
(733)	0.05	30	R								NA		NA		05/17/2004
(734)	0.05	60	R								NA		NA		05/10/2004
(735)	0.17	160	R								NA		NA		05/10/2004
(736)	0.20	90	R								NA		NA		05/13/2004
(737)	0.70	100	R								NA		NA		05/04/2004
(738)	0.25	100	R								NA		NA		05/23/2001
(739)	0.15	110	R								NA		NA		05/23/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Mathews County</b>															
(740)	0.56	100	R			From: Dead End					NA		NA		05/30/2001
						To: 57-633									
(745)	0.93	140	R			From: Cul-de-Sac					NA		NA		05/10/2004
						To: SR 14									
(746)	0.42	40	R			From: 57-745					NA		NA		05/10/2004
						To: Dead End									
(1001)	0.05	790	R			From: 57-1003					NA		NA		07/19/2001
						To: 57-1002									
(1001)	0.03	1000	R			From: 57-1002					NA		NA		07/19/2001
						To: SR 14									
(1002)	0.05	700	R			From: 57-1001					NA		NA		07/19/2001
						To: 57-611									
(1003)	0.05	440	R			From: 57-1001					NA		NA		05/13/2004
						To: 57-611									
(1004)	0.16	140	R			From: Dead End					NA		NA		05/13/2004
						To: SR 14									
(1006)	0.07	60	R			From: 57-665					NA		NA		05/13/2004
						To: Begin Loop									
(1006)	0.07	20	R			From: Begin Loop					NA		NA		05/13/2004
						To: 57-1007									
(1006)	0.10	30	R			From: 57-1007					NA		NA		05/13/2004
						To: End Loop									
(1007)	0.06	20	R			From: 57-1006					NA		NA		05/13/2004
						To: Cul-de-Sac									
(1010)	0.42	NA				From: Cul-de-Sac					NA		NA		
						To: SR 3									
(1011)	0.12	NA				From: Cul-de-Sac					NA		NA		
						To: 57-1010									
(1015)	0.19	10	R			From: SR 198					NA		NA		07/19/2001
						To: Cul-de-Sac									
(1016)	0.07	8	R			From: Cul-de-Sac					NA		NA		07/19/2001
						To: 57-1015									
(1101)	0.12	40	R			From: Dead End					NA		NA		05/17/2004
						To: SR 198									
(9249)	0.08	310	R			From: SR 14					NA		NA		05/13/2004
						To: Mathews County HS									
(9250)	0.10	20	R			From: 57-611 Thomas					NA		NA		07/19/2001
						To: Hunter Int Sch									